



# JOINTLY CONTRIBUTION TO VICTORY

Air Commodore His Highness, Raj Rajeshwar Saramad

Raja-i-Hind Maharaja Dhiraj SHRI SIR UMAID SINGHJI SAHIB BAHADUR,  
G.C.S.I., G.C.I.E., K.C.V.O., A.D.C., LL.D.



# JODHPUR'S CONTRIBUTION TO VICTORY.

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## CHAPTER II.

### THE JODHPUR STATE FORCES.

At the outbreak of war on September 3rd, 1939, the Jodhpur State Forces consisted of the Jodhpur Sardar Rissala (later designated the Jodhpur Lancers), the Jodhpur Sardar Infantry, the Jodhpur Mule Troop, and the Fort Guard. During the years of war, the State Army was expanded to about four times its pre-war strength, an expansion, which is believed to be as great as, if not greater than that of any other State Forces in India. The 2nd Jodhpur Infantry, the 3rd Jodhpur Infantry, and the Jodhpur Bodyguard Squadron were raised, while the Jodhpur Lancers Training Centre and the Jodhpur Infantry Training Centre, both of which are of greater strength in numbers than their parent units, were created. In addition, No: 54 (Jodhpur) General Purposes Transport Company, R.I.A.S.C., was raised in the State, and was entirely composed of men of the Jodhpur State, except for the Commanding Officer and one other Officer, who belonged to the Indian Army. It can be readily understood that this very big expansion necessitated much hard work for all concerned and a large expenditure of money by the State.

His Highness the Maharaja Sahib Bahadur was Commander-in-Chief, while Brigadier (now Major-General) R.C. Duncan, M.V.O., O.B.E., was Commandant, Jodhpur State Forces, throughout the war.

#### *The Jodhpur Lancers.*

In November 1939, warning orders were received for the Jodhpur Lancers to move into British India to join the 1st Indian Cavalry Brigade at Risalpur on the North-West Frontier, and the regiment left Jodhpur at the beginning





for jungle warfare training, but in March, orders were received for the regiment to proceed overseas to join Paiforce in Iran.

The Jodhpur Lancers left Bombay in April 1943, disembarking at Basra, and then moving to the Iranian oilfields. Since then, it has been carrying out guard duties on the road to Teheran and also at the oilfields.

### *The Jodhpur Sardar Infantry.*

The Jodhpur Sardar Infantry left Jodhpur in October 1940 for Nowshera, and, after a period of training there, then moved to Quetta where it was only a short time before proceeding overseas in June 1941. It disembarked at Massawa whence it moved to Asmara, the capital of Eritrea, where it was employed for some 8 months on guard duties. It spent a few months at Adiugri on the Abbysinnian border, and was then moved to Massawa for guard duties, where it remained until April, 1942.

In April it went to Egypt, being stationed at Faiyid on the Suez Canal, again being employed in guarding prisoners of war and ordnance and supply depots. An important job but a most monotonous one.

However, in June 1943, it was selected to form part of No: 35 Beach Group (Combined Operations). After a period of intensive training in Syria and the Combined Operations Training Centre in Egypt, it embarked at Alexandria and proceeded to Sfax in Tunisia, moving by rail to Bougie in Algeria, where it joined the 10th Corps in the 5th Army.

The 5th Army collected at Bizerta at the end of August, and while there, the battalion had its first taste of attack from the air, and suffered some casualties in a severe air raid. Early in September 1943, it sailed with the rest of the army for the invasion of Italy and took part in the landing at Salerno. It had a most difficult and arduous 21 days on the beaches of Salerno, during which it was subjected to attacks from the air and artillery, mortar, and

small arms fire, but it carried out its duties splendidly, and achieved a great name. For their gallantry at Salerno, Major Ram Singh was awarded the D.S.O., Major Dungar Singh the M.C., Jemadar Ganga Ram the M.B.E., Havildar Bhura Ram, Naik Shaitan Singh and L/Naik Kishore Singh the M.M., while 13 officers and other ranks were mentioned in despatches.

The battalion was then moved across to Eastern Italy where the companies were employed in guarding installations at Bari, Barletta, Foggia, Vasto, Sangro Bar, and Termoli, and on L of C duties for several months.

Later, the battalion was collected together and was sent to Syracuse, Sicily, for a period of training.

At the end of 1944, it was then moved forward to the front and joined the 10th Indian Infantry Brigade of the 10th Indian Division. It took part in all the fighting during the last 5 months of the Italian campaign, and did exceptionally well. Jemadar Parbhu Singh was given the immediate award of the M.C. for gallantry, and many other men of the battalion have been recommended for awards.

In May 1945, the battalion left Italy for Egypt where it was for about 2 months before returning to India.

#### *The Jodhpur Lancers Training Centre.*

The Jodhpur Lancers Training Centre has been commanded by Lt.-Colonel Thakur Zabar Singh, M.B.E., throughout the war.

On the outbreak of war, there was a horsed training squadron. On the mechanisation of the Jodhpur Lancers in February 1941, the training unit at Jodhpur became the Jodhpur Lancers Training Centre.

Excellent garages, workshops, model rooms, crew control room, signalling rooms, education rooms, a washing plat-form and ramp have been constructed at a heavy cost to the State.

On orders being received in February 1941, for the reorganisation of the horsed Training Squadron to that of a mechanised Training Centre, Brigadier (now Major-General) R.C. Duncan, Lt.-Colonel Thakur Zabar Singh, and some officers and N.C. Os proceeded on an unofficial visit to No: 1, I.A.C.T.C. Ferozepore, to see the general organisation and method of training.

Shortly after orders for reorganisation, a few service vehicles were received to augment some of our State lorries, and this number was later increased; 4 N. C. Os of the Indian Armoured Corps were lent for a few months to help us start off the training; automatic weapons were received gradually from arsenals; vacancies for officers and N.C.Os to attend courses at the Fighting Vehicles School, Ahmednagar, were given, and, by now, a considerable number of officers and N.C.Os have passed through that school.

Otherwise, the entire reorganisation and training at the Jodhpur Lancers Training Centre has been carried out at Jodhpur without outside help.

The Standard of training is very high, and the keenness of all is immense.

Great credit is due to Lt.-Colonel Thakur Zabar Singh, M.B.E., and his officers and N.C.O. Instructors for the efficiency attained and for continually maintaining a high standard of training.

### *The Jodhpur Infantry Training Centre.*

Trains and provides reinforcements for the Jodhpur Sardar Infantry and the 2nd Jodhpur Infantry and is commanded by Lt.-Colonel Thakur Jawahir Singh, M.B.E.

It is working to the same training programme maintained by Regimental Training Centres of the Army, with two of which the Officer Commanding Infantry Training Centre has carried out short visits.

As in the case of the Jodhpur Lancers Training Centre, the Jodhpur Infantry Training Centre has been working at high pressure throughout the war, and excellent results have been achieved.

The strength of the Jodhpur Infantry Training Centre has been well over 1,000 men, so that its strength was greater than its parent unit.

The Jodhpur Mule Troop, which is employed on Station duties, is attached to the Jodhpur Infantry Training Centre.

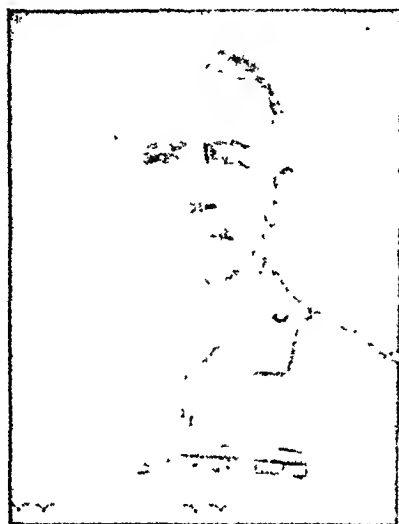
### *The 2nd Jodhpur Infantry.*

The 2nd Jodhpur Infantry was raised by Brigadier (now Major-General) R.C. Duncan under the orders of His Highness in June 1940 as a State Service unit to replace the Jodhpur Sardar Infantry which was under orders to leave the State. It was commanded by Lt.-Colonel Heer Singh.

In the autumn of 1941, it was offered for employment outside the State. It left Jodhpur in December 1941, and proceeded to Allahabad where Lt.-Colonel S.F. Martin, 15th Punjab Regiment, assumed command. It was employed there on Internal Security duties with one company on detachment at Benares.

After 3 months at Allahabad, the battalion was moved to Yol, Kangra Valley, Punjab, to guard Italian prisoners of war. It was just over one year at Yol, and it was then moved to Bengal. For 6 months, it guarded 4 airfields of the U.S.A.A.F., at Ondal, Pandaveshwar, Bishnupur, and Pannagarh, from which heavy bombers flew to Assam and Burma.

It then moved to Calcutta where it has been stationed ever since. The Battalion was employed there to provide escorts to prisoners, ammunition, supplies, etc., and parties of the 2nd Jodhpur Infantry have been to such widely separated places as Colombo, Karachi, Delhi, Lahore, and Manipur. It was at Calcutta when the Japanese carried out an air raid with about 43 planes in December, 1943.



**Brigadier ( now Major-General ) R.C. Duncan,  
M.V.O., O.B.E., Commandant of the Jodhpur  
State Forces.**



Its work has been unspectacular and monotonous, but it has carried out everything it has been called upon to do, very well, and has been most favourably reported on.

In July 1945 Lieut.-Colonel Ram Singh, D.S.O., was transferred from the Jodhpur Sardar Infantry to command the 2nd Jodhpur Infantry vice Lieut.-Colonel Martin, who was given another appointment elsewhere.

### *The 3rd Jodhpur Infantry.*

The 3rd Jodhpur Infantry was raised by Brigadier (now Major-General) R.C. Duncan, under the orders of His Highness in December 1941 to replace the 2nd Jodhpur Infantry as a State Service unit. It was commanded by Lieut.-Colonel Rao Bahadur Heer Singh.

Within 4 months of its being raised, serious trouble occurred in Sind owing to depredations among the Hurs and a Stationmaster and some of the Station Staff of the Jodhpur Railway at Stations in Sind were murdered. A company of the 3rd Jodhpur Infantry was sent at 24 hours notice to Sind to protect stations of the Jodhpur Railway in Sind and act as military guards to trains. This detachment was there for nearly 2 years, and did splendid work.

However, its main duty has been in connection with the protection of the Aerodrome and workshops at Jodhpur, and later at Salawas, approximately 150 men being employed at the former and 50 at the later airfield.

In addition, the 3rd Jodhpur Infantry provides all station guards and duties, and has been called out on some occasions of local disturbances in the City.

### *The Jodhpur Bodyguard Squadron.*

The Jodhpur Bodyguard Squadron was raised by Brigadier (now Major-General) R.C. Duncan, under the orders of His Highness in May 1941, when orders were received for the mechanisation of the Jodhpur Lancers



and the Jodhpur Lancers Training Centre. The first C.O. was Captain Mangal Singh, and he was succeeded in October 1943 by Captain Achal Singh.

The Jodhpur Bodyguard Squadron is mounted on selected horses from the Jodhpur Lancers and is probably the best mounted unit in India.

It provides guards for the Palace, and has been called out on some occasions of local disturbances when it has done excellent work.

*The Jodhpur Demonstration Company.*

On a request from General Headquarters, a Demonstration Company was sent for employment at the Tactical School (India), Poona. This Company is supplied by the Jodhpur Infantry Training Centre. This was the first time an Indian State unit had provided a Demonstration Company for this Indian Army School.

On the move of the Tactical School to Dehra Dun, a battalion was required for Demonstration purposes, so our Company was transferred to the Indian Military Academy, Dehra Dun, as a Demonstration Company.

*No: 54 (Jodhpur) General Purposes Transport Company.  
R. I. A. S. C.*

In the autumn of 1940, the Government of India accepted the Jodhpur Government's offer to raise a complete M.T. Company for the R.I.A.S.C.

The raising of this Company commenced at Jodhpur in October 1940, and within 2 months was up to full strength (460 I.O.Rs). It is composed entirely of officers and men from Jodhpur State, with the exception of the Commanding Officer and one other British Officer.

On its formation some N.C.Os were transferred from the Jodhpur Lancers and Jodhpur Sardar Infantry, but the sepoy drivers were mainly raw recruits with a small proportion of pensioners.

It was accommodated in a part of the Jodhpur Lancers barracks, and it carried out its training at Jodhpur. It was reported on as fit to carry out normal duties five months after the first man was enrolled, and it left Jodhpur for Loralai 2 months later.

After a short period at Loralai, during which it carried out a convoy drive across country to the Persian Gulf, it left for Iraq. It took part in the Iran operations and later carried out a remarkable trip from Basra to North Iraq, into Syria, then into Palestine, and down to Jerusalem and Tel Aviv and back, a distance over 2,500 miles, during which it did not lose a single man or vehicle.

It was then employed for about 9 months carrying lend-lease stores and equipment to the Russians, journeying very many times from Khanikin to Tabriz.

Later, it was moved to Italy, where it did excellent work for over a year until the cessation of hostilities in Europe.

It has been exceptionally well reported on throughout.

#### *The Liaison Office.*

A Chief Liaison Officer (Lieut.-Colonel Shyam Singh) was appointed over a year ago on the staff of the Commandant, Jodhpur State Forces, with 3 Touring Officers to work under him. This appointment was created to watch over the interests of the dependents of soldiers of the Jodhpur State Forces who are serving outside the State and to help those of the Indian Army. The Chief Liaison Officer and his Touring Officers tour throughout the State and visit all villages to enquire about troubles, if any existing.

#### *Recruiting.*

Nearly 7,000 recruits have been enlisted at Headquarters Jodhpur State Forces, for units of the Jodhpur State Forces, since the commencement of the war. In addition, several thousands of recruits from Jodhpur State have been enlisted for the Indian Army.

In conclusion, it may be stated that the Jodhpur State Forces have been expanded nearly four times their pre-war strength, an expansion, which is believed to be greater than that of any other State Forces in India. The Jodhpur Lancers was the first Cavalry or Infantry unit to leave its State and serve alongside the Crown Forces and the first State Cavalry Regiment to be selected for mechanisation, while the Jodhpur Sardar Infantry was the first Indian unit, either from the Indian Army, or Indian States Forces, to land on the mainland of Europe.

List of Officers and Indian Other Ranks resident in Jodhpur State who have won decorations and distinctions for bravery on the field of battle.

#### D. S. O.

1. Major K. Ram Singh of village Hariadana, Pargana Bilara.

#### M. C.

1. No. 11468 Sub. Mangal Singh of village Nimbria.
2. No. 11777-10 Sub. Kalyan Singh of village Dewatu, Pargana Shergarh.
3. Subedar Harnath Singh of village Indokha, Pargana Sambhar.

#### I. D. S. M.

1. Jem. Jowahir Singh of village Jabra, Pargana Phalodi.
2. No. 15241 Nk. Mangal Singh of village Solankia-talao, Pargana Shergarh.
3. No. 12291 Hav. Mool Singh of village Ketu, Pargana Shergarh.
4. No. 14836 Nk. Hem Singh of village Tena, Pargana Shergarh.
5. No. 13304 L/Nk. Jagat Singh of village Bapini, Pargana Phalodi,

6. No. 14835 L/Nk. Sagat Singh of village Gopalsar, Pargana Shergarh.
7. No. 13690 Nk. Bega Ram of village Tanrau, Pargana Didwana.
8. No. 15159 Nk. Bhopal Singh of village Suryari, Pargana Sojat.
9. 12918 Hav. Phula Ram of village Kasumbi, Pargana Didwana.
10. No. 20386 L/Nk. Kalyan Singh of village Nijamathia, Pargana Shergarh.
11. No. 14835 L/Nk. Kera Ram of village Nijamathia, Pargana Shergarh.
12. No. 6198 L/Dfr. Bajid Khan of village Nijamathia, Pargana Shergarh.
13. No. 6608 Sowar Aubdi Khan of village Nijamathia, Pargana Shergarh.
14. Jemadar Mod Singh of village Suwalia, Pargana, Shergarh.
15. Jemadar Surjan Singh of village Gelasar, Pargana Parbatsar.
16. No. 14655 Hav. Punjraj Singh of village Tena, Pargana Shergarh.
17. No. 20957 Nk. Dalpat Singh of village Solankia-talao, Pargana Shergarh.
18. Jem. Bajid Khan of village Satana Pargana Merta.
19. No. 6606 Sowar Allaudi Khan of village Chhoti Beri, Pargana Didwana.
20. No. 4860 Sowar Alim Khan of village Cholunkha, Pargana Didwana.
21. No. 20975 L/Nk. Hanwant Singh of village Bhalu, Pargana Shergarh.
22. No. 100178 L/Hav. Guman Singh of village Shergarh, Pargana Shergarh.
23. No. 18825 Rfn. Jogaram of village M. Lohawat, Pargana Phalodi.

M. B. E. (Military)

1. Jemadar Ganga Ram of village Nimbri, Pargana Parbatsar.

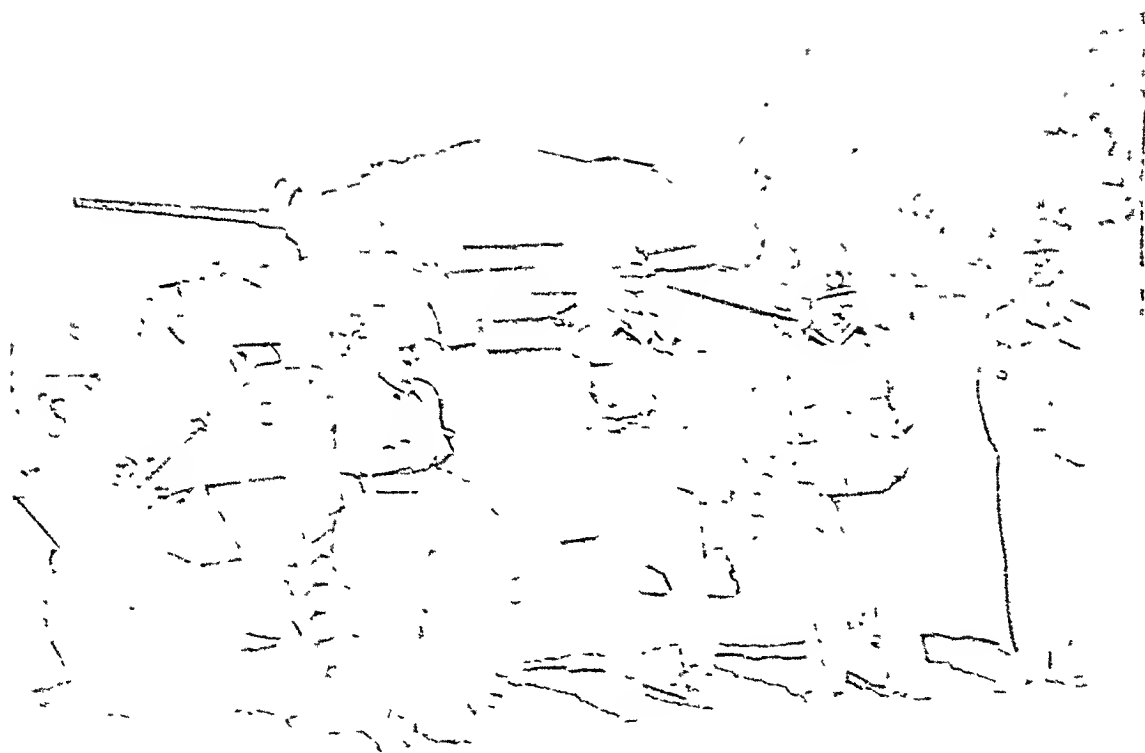
M. M. (Burma & Italy)

1. No. 23716 Rtn. Parmeshwar Singh (Burma) of village Parbatsar, Pargana Parbatsar.
2. No. 2380 L Nk. Ranidan Singh (Italy) of village Tapur, Pargana Shergarh.
3. No. 22666 Hav. Kumba Ram of village Shergarh, Pargana Shergarh.
4. No. 4190, 1783 Hav. Bhura Ram resident of Bhopal Singhji-ka-Nohra, Jodhpur.
5. No. 4204 1811 L Nk. Kishore Singh of village Deriya, Pargana Shergarh.

L. O. M. (2nd Class)

1. No. 15956 L Nk. Anop Singh of village Khideragaon, Pargana Bali.
2. Jem. Bhopal Singh of village Suriyari, Pargana Sojat.
3. Sub. Amar Singh of village Hariadana, Pargana Bilara.
4. Jem. Aman Singh of village Belwa, Pargana Shergarh.
5. Sub. Berisal Singh of village Indroka, Pargana Jodhpur.
6. No. 14913 Hav. Sobh Singh of village Rainsod, Pargana Jodhpur.





Visit of H. E. the Commander-in-Chief to Jodhpur in March 1945.

Left to right:—

Lt.-Col. Zabar Singh, Commandant, J. L. T. C.,

His Excellency the Commander-in-Chief,

His Highness the Maharaja Sahib Bahadur,

Brigadier ( now Major-General ) R. C. Duncan, Commandant, J. S. F.

### CHAPTER III.

## RECRUITMENT FOR THE INDIAN ARMY, NAVY AND AIR FORCE.

### TECHNICAL RECRUITMENT.

When Technical Recruitment was organised by the Government of India in early 1941, the Government of Jodhpur appointed Rai Sahib Shah Goverdhan Lal Kabra as Honorary Assistant Technical Recruiting Officer for Jodhpur State. Two Civil Centres, one at the Jodhpur Railway Workshop and the other at the State Garage with the respective strengths of 93 and 20 were started for training technicians under the Technical Training Scheme of the Labour Department of the Government of India. A big building with wide open spaces in the neighbourhood to be used for games, etc. was provided free of cost by the Jodhpur Government for housing the Technical Trainees who received their training at the Railway Workshop. This Centre was, however, converted into a Civil Centre in April 1942 and still continues to function as such, but with an increased strength of 206. In June 1941, a National Service Labour Tribunal was organised for the Jodhpur State. The Manager, Jodhpur Railway was made its Chairman, Rai Sahib Shah Goverdhan Lal Kabra, the Honorary Secretary and Messrs. J. H. Stirling, Loco and Carriage Superintendent and A. R. Rebello, Auditor of Accounts, Jodhpur Railway, members.

In order to accelerate technical recruitment, His Highness the Maharaja Sahib Bahadur appointed a Central Recruiting Committee with Shri Bada Maharaj Kumar Sahib as its President and Rai Sahib Shah Goverdhan Lal Kabra as its Honorary Secretary. The other members of the Committee



are Mr. A.P. Cox, Director of Education, Mr. Narain Das and Lodha Balkishenji. The Committee has during the last three years done valuable work in the cause of Technical Recruitment. It organised both Jodhpur and the districts by forming 13 Mohalla and 22 District Committees. Suitable volunteers were appointed as Chairmen of Mohalla Committees, and Hakims those of the District Committees. A substantial sum of money was earmarked in the Budget by the Government of Jodhpur for giving rewards to volunteers who helped in recruitment.

According to the records maintained with the H.A.T.R.O. the total number of recruits brought in was 2700 by the 30th June, 1945, out of which nearly a thousand were enrolled, details of which are as follows:—

1. Technical Trainees	..	..	531
2. Army Technicians	..	..	95
3. Technicians in R.I.A.F.	..	..	37
4. Technicians in R.I.N.	..	..	10
5. Clerks and Clerk Trainees	..	..	92
6. Ranks in I.A.M.C.	..	..	9
7. Civilian Clerks and Technicians		..	43
8. Miscellaneous	..	..	90
Total			907

#### *State Servants in Defence Services.*

In order to encourage recruitment, His Highness the Maharaja Sahib Bahadur was pleased to sanction a number of facilities to State Servants joining Military Service including the keeping open of the employees posts and the retention of their lien thereon. As a result of this

sympathetic policy, as many as 178 State Officials joined the Defence Services as per details given below.

DEPARTMENT.	No. OF OFFICERS.		OTHERS.
1. Excise & Salt Department ..	..	6	
2. Central Jail Department ..	2	8	
3. Medical Department ..	17	11	
4. Police Department ..	1	66	
5. Education Department ..	2	15	
6. Hakumats ..	..	19	
7. Motor Garage ..	..	6	
8. Mehkma Khas ..	..	3	
9. Flying Club ..	2	1	
10. Others ..	4	15	
Total ..	28	150	

#### *Officer Recruitment.*

Special efforts were made to find suitable young men for officer appointments in the three fighting services, the Indian Army, the Royal Indian Navy and the Royal Indian Air Force. His Highness personally made special appeals. In one he said, "I trust that the martial races of Marwar will not fail to keep up their reputation and will not fail to produce an adequate number of officers for the three services commensurate with their historic record of courage and loyalty." On the recommendation of Shri Bada Maharaj Kumar Sahib, President Central Recruiting Committee, the Jodhpur Government announced that the State would give a reward of Rs. 1,000/- to a successful officer when he receives his commission as a Pilot Officer after completing his training and six months probationary period.

The table below gives the number of civilians who offered themselves for Emergency Commissions in His Majesty's Forces during the period 1940 to 30th June, 1945.

1. 1940	..	..	2 candidates
2. 1941	..	..	40 candidates
3. 1942	..	..	37 candidates
4. 1943	..	..	44 candidates
5. 1944	..	..	51 candidates
6. 1945	..	..	27 candidates (during first six months)
Total ..			201

#### *Army Clerks Training Centre.*

As there was urgent demand for Army Clerks and as there was no clerks training centre in Rajputana, the Jodhpur Government offered to provide facilities in the matter of training and residence of recruits if the Government of India opened a Training Centre at Jodhpur. Accordingly, an Army Clerks Training Centre was opened at the Darbar High School in Jodhpur. The State has given a spacious bungalow for the residence of the trainees and a few members of the staff of the school are engaged as instructors. The classes began in November 1944 and by the end of July, 68 boys had been admitted, out of which 17 had already passed out. On the average, it takes 4 months for the boys to complete the prescribed course and pass the tests.

#### *Berlin Training Scheme.*

The Jodhpur State also had made its contribution in this direction. Mr. V.D. Sharma from the Jodhpur Railway Workshop, who was recommended by the State was selected

by the Government of India in March, 1945, and sent to the United Kingdom for training as a "Bevin boy".

### *Non-Technical Recruitment.*

Over 10,000 men were recruited through the Government of India's Recruiting Organisation for Rajputana, Central India and Ajmer Merwara from the Jodhpur State territory for His Majesty's Indian Land Forces. The table below gives the figures year wise.

September 1939 to March 1940			
April 1940 to March 1941	..	..	195
April 1941 to March 1942	..	..	1856
April 1942 to March 1943	..	..	2149
April 1943 to March 1944	..	..	2491
April 1944 to March 1945	..	..	1867
March 1945 to June 1945	..	..	1272
	..	..	520

### *Recruitment of Labour for construction of Roads and Aerodromes in Assam 1942.*

As the steadily increasing advance of Japanese forces began to threaten the Eastern Frontiers of India in early 1942, an urgent need for constructing suitable roads and aerodromes in Assam was felt. There was, therefore, an immediate requirement for men for labour units and the whole matter was a race against time. On 6th March 1942, a letter from the Political Agent, Western Rajputana States was received by the Chief Minister asking him to arrange immediately for the recruitment of labour for Assam and conveying the desire of the Crown Representative "that the matter should be treated as of vital importance and that every effort should be made to send as many labourers as possible".

Accordingly, Rai Sahib Shah Goverdhan Lal Kabra was appointed Honorary Recruiting Officer, Labour on the 7th March 1942 and he proceeded at once with his task of collecting labour. At first the situation did not seem hopeful as there was a labour shortage even for the local mines at Degana which too had to be kept going as they were engaged upon essential war work. However, by efficiently organising the districts and putting enthusiastic and competent workers there, two units of nearly 1300 men were got ready within 2 months.

The first unit of 800 men equipped with food implements, blankets, durries and utensils etc., and divided into gangs with gang commanders, left Jodhpur on 4th May 1942 in a special train under the Command of Mr. Kundan Lal, and with Dr. B.N. Chatterjee as the Medical Officer. The second labour unit consisting of 476 labourers left Jodhpur on 26th May 1942 with Mr. Ahmed Khan as Unit Commander and Mr. Hans Raj Singhal as Medical Officer.

All expenses in connection with the recruiting establishment and lodging arrangements of labourers at Jodhpur pending their departure were borne by the Government of Jodhpur.

The two units after serving for about six months returned as one unit on 11th November, 1942. It was disbanded by the 13th November, 1942 after the men had been paid their repatriation charges.

## CHAPTER IV.

### AIR TRAINING CENTRE.

Air Commodore His Highness the Maharaja Sahib Bahadur of Jodhpur was the first Indian Ruler to be granted Honorary Air Rank as a tribute to his personal interest in flying and in the needs of civil and service air development.

Immediately on the outbreak of the war His Highness placed at the disposal of the Government of India the amenities of his Flying Club and aerodrome.

The organisation of the Flying Club was utilised in January 1941 as a Civil Air Training Centre with ten civilian pupils and five aircraft of which His Highness had contributed two training machines. The pupils were accommodated in and catered for by the State Hotel.

From this small beginning the centre was converted into a Service Training Centre by the introduction of R.A.F. instructors although the ground staff continued to be provided by the Jodhpur Government. The numbers of machines, staff and pupils increased until on January 1, 1944 the R.A.F. took over the whole organisation as an Elementary Flying Training School. Additional Service personnel were added but the Jodhpur Civil Ground Staff were taken over as civilian employees. His Highness' Ground Engineer is the Chief Engineer of the unit and has been decorated for his services.

The exigencies of R.A.F. service requirements prevent the publication of statistics of pupils trained and hours flown but it may be said that ~~these figures are~~ <sup>these figures are</sup> ~~in the order of~~ <sup>in the order of</sup> ~~thousands~~ <sup>thousands</sup> ~~and~~ <sup>and</sup> ~~several thousand respectively.~~ <sup>red and several thousand respectively.</sup> During the whole course of the centre's existence there has not been one

single fatal accident to a pupil and the efficiency of the training and the high standard of maintenance of the aircraft have been the subject of generous commendation by high ranking officers of the R.A.F.

In conclusion it may be added that any financial profits accruing to the centre as a result of its agreement with the Government of India, have been presented by His Highness to the R.A.F. either as contributions towards the expenses of local units or as a donation to the R.A.F. Benevolent Fund.

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## CHAPTER V.

### NATIONAL WAR FRONT.

The National War Front Movement was inaugurated in Jodhpur on May 15, 1942 by His Highness the Maharaja Sahib Bahadur. Under the able leadership and guidance of Colonel Maharajadhiraj Shri Sir Ajit Singhji Sahib it has made very rapid strides in establishing contact with the people and making its work felt all round.

The organisation has a Central Office, District and other Leaders, a Social Service Unit and a School section.

The Central Office plans, edits and prepares speeches and literature for circulation (which is very wide) and arranges big meetings in the city and districts and sends propaganda parties to different places.

District Leaders have helped to carry the message of the Front to the remotest corners of Marwar. The State Public Health Department has been of great help and illustrated shows and talks given by their staff have proved very effective. Ayurvedic Aid Posts have proved another popular agency. Special meetings have proved very successful. Some of the notable meetings were at the following places—

Shortly after the inauguration of the National War Front Movement in Marwar a mammoth meeting was held at Pali on 20th June 1942. It was addressed by Colonel Maharajadhiraj Shri Sir Ajit Singhji Sahib, Leader, National War Front. A purse of Rs. 10,000/- was presented for war purposes.

Shri Bada Maharajkumar Sahib presided over a big meeting of citizens, Seths and other notables at Sadri



on 21st August, 1942, where a purse of Rs. 5,000 - was presented, which sum was given over for the War Purposes Fund.

Another mass meeting was addressed by Shri Bada Maharajkumar Sahib at Nagaur on 22nd September, 1942 where a purse of Rs. 11,000 - was offered.

On 21st May, 1943 there was a grand meeting at Merta which was attended among others by Shri Bada Maharajkumar Sahib, the Chief Minister, Leader National War Front and Mr. Parkes, Regional Organizer. A handsome purse of Rs. 60,000 - for a Fighter Plane was presented to Shri Bada Maharajkumar Sahib who presided over the function. The Chief Minister also addressed the meeting.

The National War Front idea has been conveyed to the masses in conjunction with social uplift work, the latter being largely in the nature of relief work. The work has been performed through the agency of social workers and social institutions and particular stress has been laid on the welfare of soldiers and soldiers' families. Informative Propaganda about problems of local importance has been disseminated at local Fairs and Festivals with the assistance of film and magic lantern displays. A good deal of Anti-Malaria Propaganda and Medical Relief has been successfully combined with discussion of Military topics.

A School section under the guidance of the Director of Education is doing wonderfully well. Rallies are held by rotation at different schools. A big Annual Rally and Exhibition is an important feature of the life in Jodhpur. Various competitions are held—N.W.F. Play-let competition, Essay competition, Poem competition and Poster competition. From time to time the schools have staged plays or play-lets, dialogues, scenes, etc. bearing upon National War Front.

#### *National War Front Exhibition Train.*

One outstanding achievement of the National War Front, Marwar is the setting up of the National War Front

Exhibition Train on behalf of the Rajputana States. It was given an official send-off by His Highness the Maharaja Sahib Bahadur on 1st December, 1943 in the presence of a distinguished gathering. The train was equipped with models of War implements, captured enemy equipment, an Italian Flag captured by His Highness the Maharaja of Dewas; Panels and Posters illustrating a N.W.F. objective section on Post-war Reconstruction Planning Model Village, etc.

The train successfully visited 95 stations in Rajputana and over 6 lacs of people saw the train. This moving exhibition was very highly appreciated by the Central Government and by the various States visited by the train.

Now at the close of hostilities the National War Front Organisation is being closed down.



## CHAPTER VI.

### JODHPUR RAILWAY'S PART IN THE WAR EFFORT.

The Assembly of 12,000 U.S.A. Metre Gauge Wagons at Hyderabad (Sind) was undertaken by the Railway for War and Railway Departments and is expected to be completed shortly.

Technical Training was started at the Jodhpur Railway Workshops from 1st July 1941. This was converted to a Civil Centre for training men suitable for Army Centres from 12th May, 1942. So far 300 trainees have completed training of which 278 were transferred to Civil Industry and Army Centres. The number allotted for training in the Workshops in different centres is 206.

#### (a) Munitions and other articles.

Contracts for the manufacture of articles, as detailed below, were undertaken by this railway on behalf of the Defence Department. The articles manufactured are:—

1. 25 Pounder streamlined shells up to the bottling stage .. .. .	2,70,990
2. Bayonets .. .. .	51,524
3. Pick-Axe Heads .. .. .	68,062
4. Wheel Barrows .. .. .	344

The manufacture of Pick-Axe Heads is the only work in progress at present and there is a contract for 20,000.

#### (b) Special trains run for the construction of Air Fields.

To expedite the construction of Air Fields in Marwar and to provide quicker transport of stone from Fedusar Quarries, temporary sidings were provided and special trains were run. 70,000 tons of stone have since been carried.

The Railway has assembled 33 locomotives and erected 539 wagons for the Bengal and Assam Railway. A large number of doors and windows and other wood work as well as other materials have been manufactured or repaired for the R.A.F. and the U.S. Air Forces.

Eleven locomotives, four boilers, one rail car and 439 wagons were released for use overseas and seven heavy goods locomotives were lent to the Bengal Assam Railway.

The Railway constructed War Works costing over Rs. 5,00,000/- and laid ten miles of track for these. Seven Officers and 170 other staff have been spared for Military duty.

A reclamation scheme, initiated by the Railway in 1942 enabled the utilization of 30 tons of scrap per year, thereby saving this amount of raw material.

The Railway Employees contributed up to September 1944, Rs. 5,352/- to the Viceroy's War Fund, Rs. 7,38,510/- to the Defence Savings Provident Fund, and Rs. 16,352/- to the Jodhpur Railway War Work Party. During 1941-42 and 1942-43 Rs. 4,00,000/- were contributed by the Railway for the purchase of aircraft.

## CHAPTER VII.

### JODHPUR'S RED CROSS ACTIVITIES.

The Jodhpur Branch of the Indian Red Cross has pulled its weight during the war period by co-operation with Red Cross headquarters, the collection of large funds, contributions to various objects, the manufacture and despatch of hospital bandages and warm clothing and by donation of gifts at Christmas time, etc.

Lady Field was elected President of the local branch in 1943 and since then the activities of the organisation have been enlarged on a wider basis in more systematic fashion.

An aggregate sum of Rs. 2,18,536/- has been collected by Lady Field during the last three years by means of Fetes, Red Cross weeks, etc. Out of this a sum of Rs. 10,000/- in several instalments was donated for amenities for men of the Jodhpur State Forces serving over seas; and amenities worth Rs. 8,000/- to Rs. 10,000/- annually have been contributed to extra provincial relief works e.g. to Bengal and Ajmer-Merwara. Minor activities include ladies work parties, where clothing for the troops and hospital necessities have been made and despatched, the manufacture and despatch of a large consignment of bandages for the Chinese army, and the organisation of Women s work parties among female convicts in jail.

The normal peace time activities of the Red Cross have not been neglected and the question of the expansion of these activities in the future with more far-reaching effect is being considered.



## CHAPTER VIII.

### THE ROAD HOUSE CANTEEN FOR PERSONNEL OF THE R. A. F. STATIONED IN JODHPUR.

British troops first arrived in Jodhpur in August 1942. Soon afterwards a Road House Canteen was organised and started by Mrs. Alington, wife of the Political Agent. Mrs. Alington left Jodhpur in April 1943 and since then this organisation has been under the control and supervision of Lady Field, with Mrs. Warren as Honorary Secretary. The Road House has on the whole worked with great success, in spite of unavoidable difficulties such as occasionally difficult climatic conditions, great difficulties of supply and the paucity of Lady helpers. We believe that the R.A.F. as a whole recognise the difficulties we had to confront and warmly appreciate our effort for their welfare.

The Road House owes its success firstly to His Highness the Maharaja's sympathetic attitude towards this institution. A building was first supplied free of all charge and has from time to time received considerable enlargement and alteration at State expense. Electric light and water have been supplied free, as have also a playing ground, hot baths and the music of the State band.

His Highness' sympathy for and interest in the R.A.F. and R.I.A.F. are well known and it is not out of place to mention here that His Highness has given frequent entertainments on a most lavish scale to R.A.F. personnel at his Chittar Palace, Balsamand gardens etc. Moreover His Highness has never omitted to give most handsome Xmas presents to every single member of the R.A.F. serving in Jodhpur at the time.

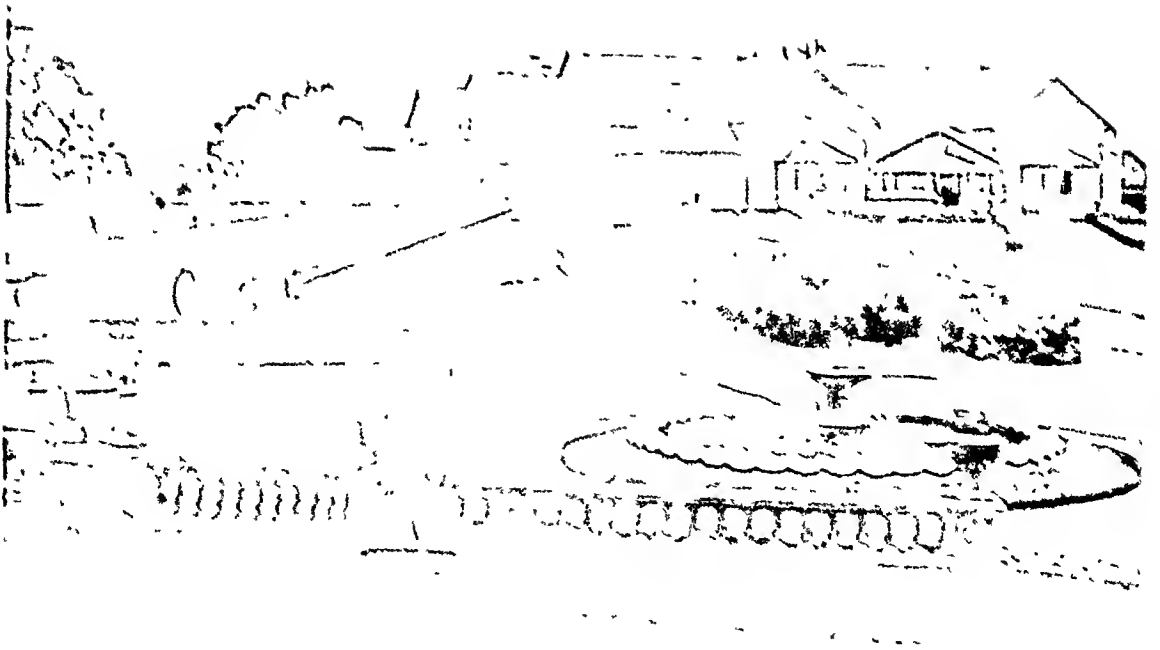
His Highness the Maharaja was graciously pleased to donate Rs. 1,00,000/- to be divided equally between the R.A.F. and R.I.A.F. amenities funds respectively.



But in spite of His Highness' constant sympathy and interest, the Jodhpur Road House could not have made good had it not been for the efforts of Lady Field and her band of lady helpers. These ladies, one and all, in a most admirable spirit of self-sacrifice and co-operation, have kept the show going in all weathers at the sacrifice of leisure, time and even of their own money. We would like those who decry the War time activities of British women in India to drop in at our Road House on a busy evening. Working shifts comprise 6 or 7 ladies and it can be understood that with a total personnel of about 1200 Airmen in and around Jodhpur, the ladies have their hands full. Particular credit goes to Mrs. Warren and those ladies, mainly from our Railway community, who, when enforced absences had reduced the number of lady workers, stuck to the work and kept the show going through the trying months of several hot weathers.

One feature of Road House amenities has, we believe, been much appreciated. Recognising that Airmen like to send home gifts to their friends and families and that such gifts are very difficult to obtain at fair prices, Lady Field has in each year organised a "shop" in time for the X'mas season where articles are displayed for sale which have been collected from all over India. The articles are sold on actual cost basis and are eagerly purchased by all ranks.





A general view of "The Arranmore," Ootacamund.



The Hostel has for long been supervised and managed by Lady Stow and we consider that great credit attaches to her for her efficient and tactful control. We were delighted to learn that her services had been recognised by the award of the Kaiser-i-Hind medal in the last Honours List. Great credit also goes to Mr. Gulla Ram Chowdhary, our Agent for the Jodhpur State's Ootacamund property, who has co-operated cordially with Lady Stow throughout and has contributed in a large measure to the successful running of the Hostel. Mr. Gulla Ram is an enthusiastic gardener and his efforts in growing vegetables, fruits and flowers have brought repeated contributions of food and money to our War effort.

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### **HIS HIGHNESS THE MAHARAJA'S PROPERTY AT JUHU—BOMBAY.**

His Highness, who is greatly interested in the welfare of the Royal Air Force, placed at the disposal of the R.A.F. Headquarters his entire property at Juhu—the well known sea-side resort 11 miles out of Bombay—to be used as a holiday resort for the personnel of the R.A.F.

As there were no buildings on this land, His Highness donated a sum of Rs. 80,000/- towards the erection of buildings and equipment.

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## CHAPTER X.

### WARTIME CONTROLS.

#### MOTOR VEHICLES.

The first wartime control to be enforced was the Motor Spirit Rationing Order which came into effect from August 15, 1941.

Thanks to the notice which the Government of India had given of their intention to introduce this measure, several months of enquiry and study were possible so that the Jodhpur order was published simultaneously with that of British India on August 1, 1941, and allotments to all vehicle users were agreed to and coupons delivered before the order came into force.

The Government of India was pleased to allow Jodhpur to deal direct with the War Transport Department—a privilege shared by about seven other major States.

This order was administered centrally and it was possible to make certain innovations which contributed considerably to the efficiency of the scheme. Among these may be mentioned the distribution of coupons to vehicle owners through the Police Department, instead of making owners come to receive them at the Government office; and the introduction of Ordinary Supplementary allotments which were issued on a quarterly instead of a monthly basis. This procedure was in fact copied by the Government of India and other administrations. The percentage of reduction achieved was in the neighbourhood of 64% but during the later quarters consumption tended to rise as vehicles became older and greater wartime activities were taken up.

All classes of Vehicle owners took their share of the burden and the general opinion is that the reduction was achieved with the minimum of inconvenience.

Subsidiary control measures such as Tyre and Spare Parts Rationing orders and the Used Vehicles Control Order were introduced by the Government of India without notice, but they were brought into effect in Jodhpur with the minimum delay. The tyre shortage has been the greatest difficulty and has involved a delay of about eight months in meeting essential requirements, other than those of urgent priority which have been dealt with at once. Spare parts, particularly batteries, caused great difficulty which luckily proved to be temporary although it lasted for over a year. The Used Vehicles Control Order was introduced to remove a great abuse which was flourishing in the form of fantastic sale prices for used cars.

### FOOD AND CIVIL SUPPLIES.

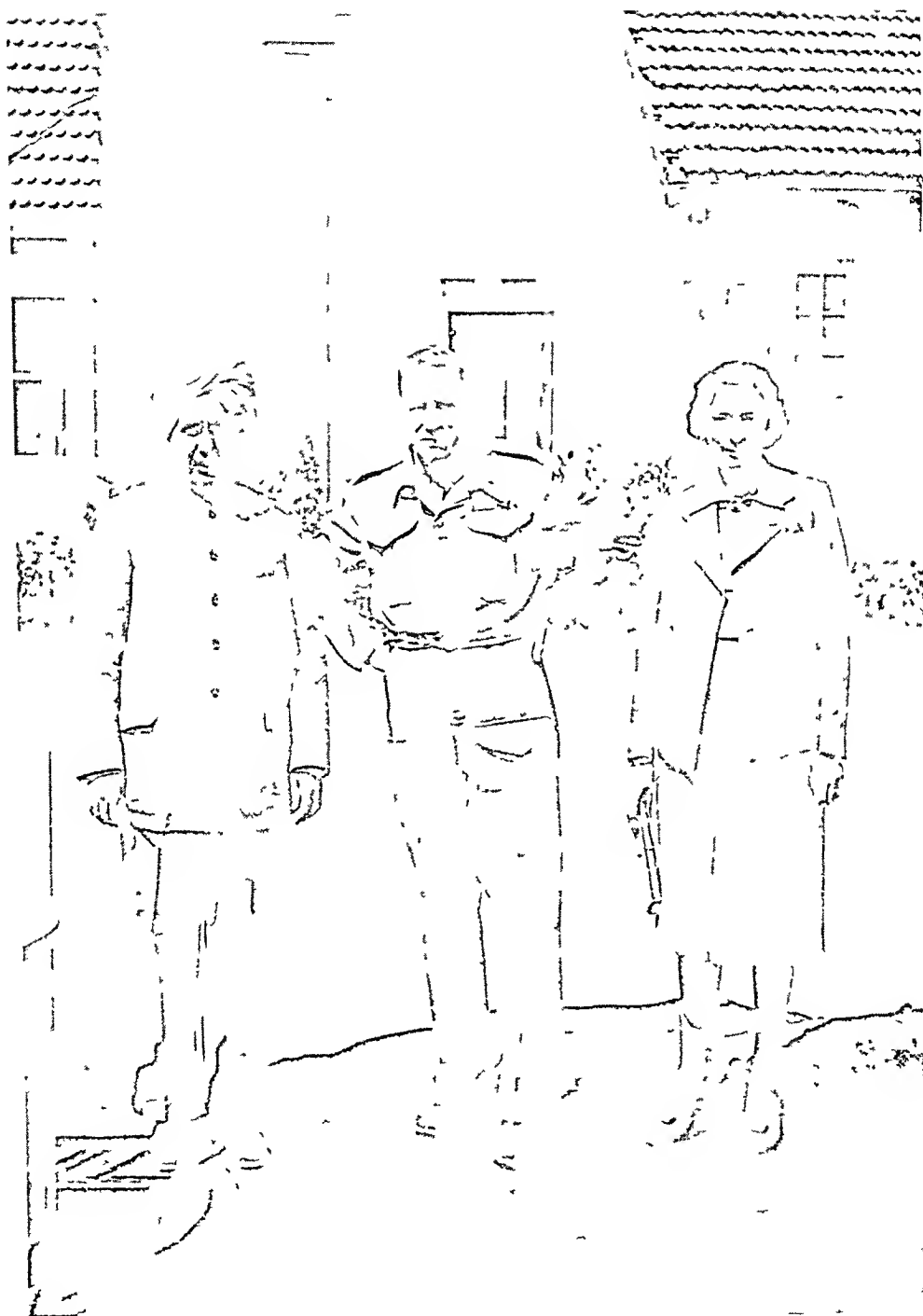
The first control of essential commodities was imposed in 1941 when the export of foodgrains and fodder was banned and the price of wheat controlled. Large stocks of grain were imported and sold at a loss of about Rs. 18 lacs but Government considered this expenditure well repaid by the comparative absence of the calamitous events which occurred elsewhere in August 1942.

In 1942 a Price Control Department was formally created and Sugar, Kerosene, Yarn and other commodities were brought under control by measures reciprocal with those issued in British India. Further developments included Cloth, Firewood, Charcoal, Paper, Hides, Aluminium, Coal and Drugs.

The most important Anti-Hoarding and Profiteering Ordinance was also introduced, and has been administered by a policy of intelligent inspection.







H.E. the Commander-in-Chief at "Arranmore"

Controls of this nature are inevitably unpopular, but there is no doubt that the public had been put to very considerable inconvenience through the shortage of supplies and the prevalence of blackmarketing activities among unscrupulous hoarders of popular commodities. Cloth in particular has been the subject of difficulties which are not due to the local Government but to the difficulties inherent in the distribution of quotas to the whole of India. There is, however, evidence that the commercial and general public have become aware of the necessity of these controls and that the position has generally improved.

Normally Jodhpur was a deficit area in foodgrains but thanks to two good monsoons in 1943 and 1944 no demands have had to be made from the Government of India since the severe famine of 1938-1940. This has resulted in an indirect contribution of about 7000 tons of foodgrains per annum. It has not been found advisable to introduce rationing in the urban areas of the State. The procurement of buffer stocks has averted any difficulty in the matter of shortage and price of foodgrains, and it is hoped that by an improved policy of procurement, Jodhpur may still further contribute to the general problem of India's Supplies.